

Picture of the Month



Who's airplane is this? Just kidding of course. Bob Forni took this great picture of Gene Soucy with wing-walker, Teresa Stokes, at EAA AirVenture 2015 in Oshkosh. A more interesting question would be "what airplane is this?" It is in fact a highly modified Grumman Ag Cat, (a former crop sprayer) which Gene calls a "Showcat!"

Ain't No Mountain High Enough

By Patrick Hoffmann

It was time to plan our summer vacation and my wife Gwen announced we had to go to Thief River Falls, MN (near her hometown) and to Spencer, ID, where her sister has a home. I immediately went to Google Maps to check the time and distance for driving: just under 3400 miles and 51 hours in a car. That did not sound like my idea of a vacation.

Commercial flight schedules did not match up with our schedule and if we flew commercial we would spend a significant part of our vacation sitting in airports on layovers and going through security. Again, not my idea of a vacation.

So of course I suggested flying the Cessna 182 from JB Aviation. We had

enough time to have a flexible schedule (very important for general aviation flying) and the rental cost was about the same as the commercial flights would have been. In addition, we could stop by Granby, CO, where my brother has a home, with only minimal additional time.

So all was set and the planning began... until I brought home the oxygen tank. You see, Spencer, ID is west of a range of mountains, which would require flying over 10,000 feet to get there. Granby, CO would require even higher altitudes. I remember the last time I was at 10,000 feet for over an hour, and I definitely did not like it. My fingernails were turning blue, I had a headache, and I

Continued on page 2.

Editor's Note

From my student pilot days until very recently, all my flying has been in tricycle gear airplanes. I learned to fly in a Cessna 152, and later a Cessna 150. I have a few hours in a Diamond DA40 and worked my way through the Piper aircraft, Warrior, Archer and Arrow (my first retractable gear plane). And now I fly a Mooney M20J that my friend Larry calls a "fancypants airplane!"

I love the Mooney; it's fast (155 knots in cruise), it's economical (burns about 10.5 gallons per hour), it's comfortable and it has lots of very useful gadgets (speed breaks, autopilot, GPS, engine monitor, etc.).

But it's complicated, and I'm not some 20,000-hour professional who doesn't have to think hard about flying. I get more comfortable and confident each time I fly the Mooney, but sometimes it seems like a lot of work, especially on short trips.

It just happens that right next door to our hanger is the beautiful JB Aviation Flight Club *uncomplicated* Citabria (formerly owned by **Tom Hoppe**). But it's a taildragger and in order to fly it I needed to get my tailwheel endorsement.

So that's what I did. Galt CFI, **Dick Wydra**, taught me the secrets of flying a conventional gear aircraft and it was a blast. I learned all about three point and wheel landings, zig zag taxiing, landing on all kinds of grass runways; short, bumpy, long grass, and some with all three features!

I can't describe how much fun it was. Now I have my endorsement I am looking forward to many hours of uncomplicated flying fun!

Beth Rehm, Editor

Continued from page 1.

was feeling anxious to the point of almost hyper-ventilating. Yes, it is 'legal' to fly that high, without supplemental oxygen but I knew that it was not a good idea for me. I had no idea how Gwen would react to those altitudes either, so I took the safe route and got an oxygen tank.

Gwen has never had to use oxygen in an airplane, but being a Registered Nurse, her experience with oxygen use in the hospital is along the lines of "something must be wrong if we need oxygen." Luckily, there were numerous advertisements for oxygen products in aviation magazines, as well as good articles online, to educate and quickly allay her fears. I also acquired an oximeter, which is a small device that clips on your finger and gives a readout of your blood-oxygen level. Many look the same with different brands or colors; almost all are made in China, probably the same factory from the looks of them.



A typical oximeter that can be purchased online for around \$20.

We learned that fresh batteries are very important, as ours read consistently 5% low with the included batteries. Gwen compared it to the commercial version at work and confirmed it was consistently low. New, fresh batteries fixed the issue. For reference: readings for a healthy adult should be in the 93-97%



Yes, Minnesota really has 10,000 lakes, or so it seemed as we passed over what felt like most of them.

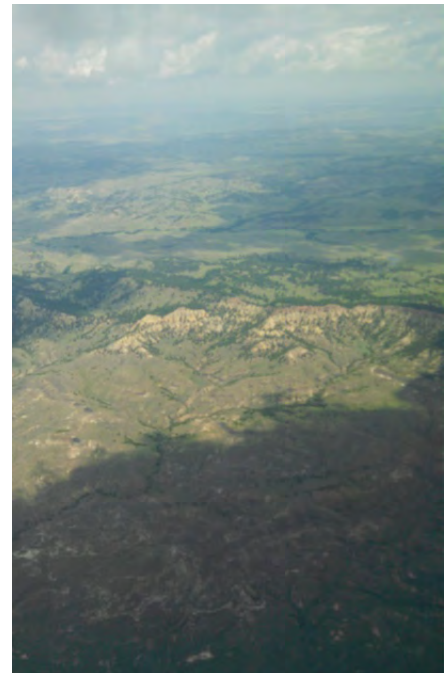
range. Smokers and people with lung issues may be in the mid-80s. And if you drop to 75% while monitored in a hospital, you will quickly find alarms going off and yourself surrounded by medical professionals.

Our 3.5 hour flight from Galt on July 2nd, to Thief River Falls (TVF) in northwest Minnesota was uneventful; few clouds, calm air, and a slight tailwind! And so much shorter than the 12 hours it takes to drive! The only issue was a slight haze caused by forest fires in Canada.

The following Monday was time to continue our journey westward. We found that while the airplane has about 5.5 hours of endurance, our bladders do not, so the first stop was in Bismarck, ND. Once again we experienced few clouds and calm air, but significantly more smoke from the Canadian forest fires. At times, flight visibility was around three miles horizontally, but almost unlimited vertically. Further west, the smoke cleared, but the cumulus clouds started to build and the terrain started to rise and become more rugged, along with a few thunderstorms in the area.

There were thunderstorms forecast ahead, and our inflight weather radar (aka iPhone app) was showing more colors than I liked, so it

was time to land at Billings, MT. Billings-Logan Airport (KBIL) is interesting because the south side of the airport drops off, almost vertically, several hundred feet.



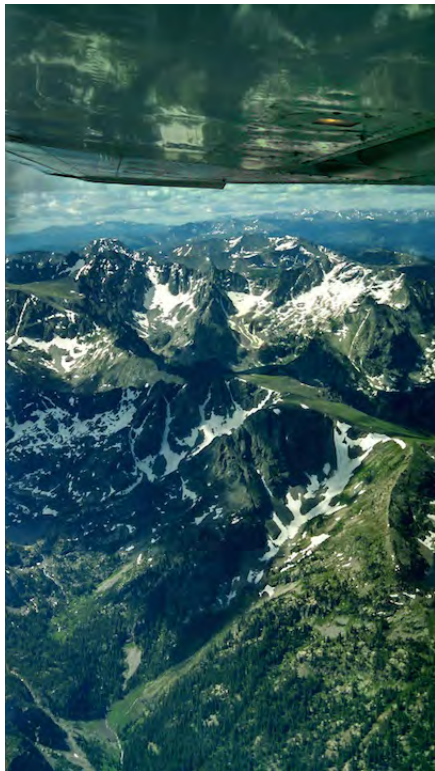
Smoke from the Canadian forest fires reduced visibility.

After fueling and checking weather, I found a friendly, local charter pilot who graciously provided some valuable insight into the regional weather and terrain. It turns out that many of the summer

Continued on page 3.

Continued from page 2.

storms tend to stick to the mountain peaks, due to the prevailing westerly winds providing the upslope lift on the west side to build the storms. If you avoid the peaks you avoid many storms. He also pointed out a nice mountain pass near Livingston, MT that we could take south and pass over West Yellowstone. It saved us many miles and kept us over lower, flatter (safer) terrain. The mountain peaks in the area are between 10,000 and 12,000 feet. Time for the oxygen tank.



Flying over rugged but scenic terrain enroute to Granby, CO.



Following a river from Montana into Idaho.

Most of our remaining flight from Montana into Idaho was IFR (I Follow Rivers). Rivers are where you will find the lowest terrain, they frequently have roads nearby, and are frequently surrounded by flatter areas.

The terrain became more rugged for the next leg of the trip, as we continued on to Colorado. Granby, CO is located in a bowl surrounded by mountains.

Shortly after we cleared a 14,200 foot ridge, Gwen took off her oxygen so that she could retrieve an item from the rear seat. She then checked the oximeter to find her O2 saturation had dropped to 72%. She quickly put the oxygen cannula back on, and several deep breathes later, was back

at 95%.

After clearing the mountains, the remainder of the trip was fairly non-scenic, except for a few clouds sticking up along our route.

Ten days and almost 22 flight hours, and about 2700 miles later, we returned to Galt, to find a low solid overcast and rain. Oddly enough, there were just a few scattered clouds north of the Wisconsin border, so we deviated north, descended in the clear, and washed the airplane in the light rain as we descended for landing.

Home at last, with some great memories and great pictures.

Continued on page 4.

CLEARVIEW WINDOW AND CARPET CLEANING

Window & Carpet Cleaning to McHenry County and Northern Illinois Pilots & Airports for 25 Years!

Dan White Proprietor

Call: 815-236-9427 Email: dapperdan131@yahoo.com

**Dan 10% of Job Price Will Be Given Back to
EAA Chapter 932**

Power Washing - Gutter Cleaning - Painting

Insured, Free Estimates, Referrals

Continued from page 3.

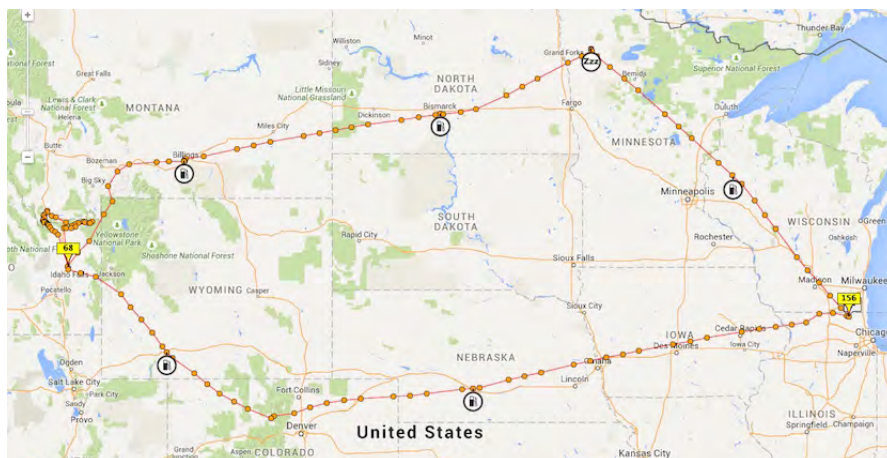
On a related but slightly different topic I found an app (it seems like there is one for everything these days) called "SWConnect." It is a free iOS application that turns your iOS device into a tracking device. It connects with the Secure Personal Location Manager (SPOT) spotwalla.com in order to share where you've been and where you are going with whomever you choose.

I used it for this trip, and to the right you can see the results. I wanted the extra peace of mind of having others know where we were in near real time.



Patrick Hoffmann started flying at Iowa State University in 1986 while studying to become an

electrical engineer. He decided he liked flying better than engineering and transferred to the University of North Dakota where he completed a B.S. in Aviation Management. During that time he acquired his commercial and flight instructor certificates for single, multi-engine, & instrument airplanes. He was hired to provide flight instruction, some charter 135 flying, and manage an FBO in northern Minnesota. When the airline industry took a down-turn he decided it was time to pursue a different career path and went into the Information Technology field, where he became a network engineer. After moving to the Chicago area he flew out of several different airports and FBOs over the years, until he decided to join an EAA chapter. He started visiting nearby EAA chapters and found Galt and EAA 932. After a few chapter meetings and getting to know numerous members, he decided this would be his 'flying home', even with another airport less than three miles from his house. He has not regretted the decision and enjoys every minute of time spent at the family-friendly Galt Airport.



Data from SpotWalla.com shows exactly where Patrick and Gwen flew on their trip.



United States Contract Air Mail routes established between 1925 and 1930 and terminated in 1934. "Contract Air Mail routes" by Rlandmann - Own work. Licensed under CC BY-SA 3.0 via Wikimedia Commons - https://commons.wikimedia.org/wiki/File:Contract_Air_Mail_routes.svg

National Park of the Air?

By Beth Rehm, Editor

April this year marked the centennial of the first US air mail flight between New York City and Washington, DC.

In an article published on JetWhine.com, Editor Scott Spangler suggested the creation of an "American National Park that would connect the far reaches of the nation, just as the Air Mail network did by the late 1920s."

He proposes that pilots could fly part or all of the Air Mail Heritage Trail following the routes on their

GPS while in search of new places for that \$100 hamburger. "Perhaps they'd turn a circle or two over the surviving beacons and concrete arrows that pointed the way to the next stop," he says.

I must say I am intrigued by the idea, and next time I am looking for something to do I might just see if I can find one of those concrete arrows.

You can read the article at: <http://www.jetwhine.com/2015/04/air-mail-centennial-is-opportunity-for-grassroots-birth-of-national-park-of-the-air/>



QUIZ TIME

By Ed Moricoli

A monthly quiz from EAA Chapter 932 Membership Chair, Ed Moricoli.

1. If the outside air temperature (OAT) at a given altitude is warmer than standard, the density altitude is?

- A. Equal to pressure altitude.
- B. Lower than pressure altitude.
- C. Higher than pressure altitude.

2. Which factor would tend to increase the density altitude at a given airport?

- A. An increase in barometric pressure.
- B. An increase in ambient temperature.

C. A decrease in relative humidity.

3. What effect does high density altitude have on aircraft performance?

- A. It increases engine performance.
- B. It reduces climb performance.
- C. It increases takeoff performance.

4. What effect does high density altitude, as compared to low density altitude, have on propeller efficiency and why?

- A. Efficiency is increased due to less friction on the propeller blades.
- B. Efficiency is reduced because the propeller exerts less force at high density altitudes than at low density altitudes.
- C. Efficiency is reduced due to the increase force of the propeller of the in thinner air.

5. Preflight action, as required for all flights away from the vicinity of an airport, shall include?

- A. The designation of an alternative airport.
- B. A study of arrival procedures at airports of intended use.
- C. An alternate course of action if the flight cannot be completed as planned.

Bonus Questions:

6. Do you know what the maximum crosswind component of *your* aircraft is?

7. Do you set a personal cross wind component for yourself?

Answers to the questions:
1) c, 2) b, 3) b, 4) b, 5) c.



BushCat
by SkyReach

- Low cost
- Kit Form & SLSA
- Easy to maintain
- Great STOL performance
- Low Operating Cost (approx. \$35/hr)
- Wide cabin / Side by Side Seating
- South African Manufacturer
- "Light Sport As Intended"

Nose-wheel - Tail-wheel - Amphibian Seaplane

Other Services Available:
Light Sport Instruction
Light Sport Repair & Maintenance

BushCat Specifications:
Cruise speed: 105 MPH
Take off roll: 262 Ft
Stall speed (full flaps): 35 MPH
Crosswind Component: 32 MPH
Load Factor: +6 / -4
Useful load: up to 628 lbs
Endurance and Range: up to 7 hours & 700 Miles

U.S. Distributor & Sales/Service Contact:

AeroSport
Located at Galt Airport (10C)
Tel. (262) 448-1122
www.aerosportplanes.com

f Find us on
Facebook

www.facebook.com/LightSport

Professional Opinions



Keep Calm and Go-around!

Let's face it, we all have to abort a landing once in a while. Whether it is due to wildlife or another aircraft on the runway or your approach just didn't work out the way you wanted it to, there are many occasions when we need to execute a go-around. How good are you at this maneuver? Ole explains how it should be done.

By Ole Sindberg

Let's go over how a go-around should to be performed.

1. Apply full power (this includes selecting "cold" if carburetor heat was used).

2. Level the wings and rotate to a climb pitch attitude that will at least stop the descent.

3. Reduce the flap setting. (To reduce drag)

4. If the landing gear is retractable, retract the gear when a positive rate of climb is observed.

5. The target speed used for the approach is also the target speed for the initial climb. (Speed in = speed out)

6. After reaching a safe altitude, accelerate and retract any remaining flaps.

7. Make any required radio call.

This is a procedure that works for almost any regular airplane; anything from a C-172 to a B-747. Check your POH for specific procedures for your airplane.

Regarding item 1: The throttle should be advanced smoothly to maximum allowable power; this should take about two seconds - snapping it to the forward stop may cause the engine to sputter or hesitate

or even fail to accelerate. If the airplane is equipped with an adjustable pitch propeller max RPM should have been selected at some point prior to landing or going around.

More for item 2: If you are at the proper speed at the time of the go-around, you can rotate immediately to a normal climb attitude. If you are slow, you can limit the pitch attitude so that level flight is obtained for the few seconds it takes to accelerate to target speed.

Item 3: This is the step that is often overlooked or mis-understood. Recall what flaps do. Extending flaps

partially. Remember, in a climb attitude, the propeller thrust has a vertical component.

Item 4: Don't retract the gear till the airplane is climbing - some go-arounds have been known to result in the airplane briefly contacting the runway before the climb becomes established. An extended gear causes less drag than full flaps, and some gear doors generate more drag during retraction than at any other time.

Item 5: Always have a "target speed" in mind for any landing approach. Your POH will likely

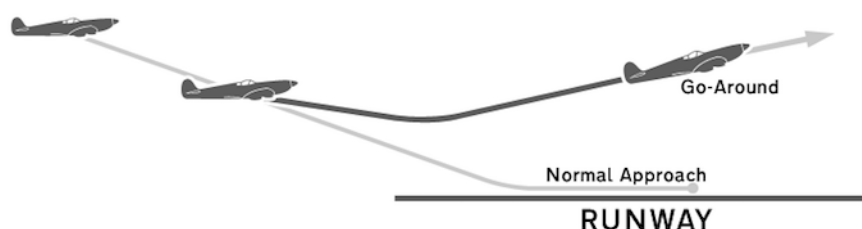
specify your approach speed. It should be adjusted for wind - typically in light airplanes, adding a gust factor is appropriate. Whatever this

"target speed" is, it should also be used for the go-around, even with the reduced flap setting. Attempting to accelerate to some higher speed will only reduce (or eliminate) your ability to climb.

Item 6: Once established in the climb and safely clear of obstacles, accelerate and retract the remaining flaps. Some people preach 200 feet or even as much as 1,000 feet for this step.

Item 7: Remember the basics: Fly the airplane first, and then communicate.

This article was originally published in the July 2015 issue of "Winds Aloft," the monthly newsletter from EAA Chapter 790 in Lake in the Hills, IL. It is republished here with the kind permission of the editor, Tom Solar, and the author, Ole Sindberg.



creates additional lift and therefore reduces the minimum speed at which you can fly. It does this at the cost of increasing drag; not much at small flap extensions, but a whole lot of drag at full flaps. In fact, many airplanes are unable to maintain level flight (and certainly unable to climb) until the flap setting has been reduced. This is a certainty for low powered airplanes when conditions are exacerbated by high gross weight and density altitude. Even at low altitude, some airplanes (such as a Cessna 172 or PA28-140) are unable to go-around until the flaps have been adjusted. Typically, reducing the flaps by one notch is sufficient; you need not worry about stalling because the thrust of the propeller will actually compensate for the loss of lift caused by retracting the flaps

A Look Back In Time

NEW CESSNA 170—NEW LOW PRICE

*All-Metal—4-Place—Now
ONLY \$8295*
*More Than Ever, Your Best Buy
in the Low-Price Field!*

Here it is! America's only 4-place, all-metal airplane in the low-price field—the beautiful 1954 Cessna 170. Eleven all-new features. Cruises at over 120 m.p.h. Smooth, quiet 6-cylinder engine is highest-powered in low-price field. Smart new interior and exterior colors and trim. More airplane than ever... yet the price has been lowered to \$8295!

Only Cessna 170 Offers You These "Extra Value" Features in the Low-Price Field

"PARA-LIFT" FLAPS for short, slow landings, quick take-offs.

FULL 4-PLACE COMFORT with 120 lb. luggage—2-place with a quarter ton of cargo.

BEST ALL-ROUND VISIBILITY... both over-the-nose and in flight. Compare it with any other airplane!

BEST HEAT and VENTILATION. Fresh warm air or fresh cool air to every passenger. Living room comfort at all altitudes, in all seasons!

6-CYLINDER ENGINE, more cylinders than any other airplane engine in the 170 price range!

ALSO: Flush-mounted wing struts... wing-mounted fuel tank... modern-looking 1800 lb. wheel... improved instrument panel... four-cylinder seats... two yard-wide cabin doors.

Ageless All-Metal
Cessna 170 is the only airplane in the low-price field that offers you the strength and safety of all-metal construction. Stays beautiful for years, requires no maintenance.

World's Safest, Smoothest Landing Gear

It "Flexes" To Absorb Shock

Superimposed high-speed photographs show how Cessna's exclusive landing gear flexes upward and outward to absorb the shock of rough-field landings and take-offs, provides a smoother ride for passengers, reduces strain on all parts of the airplane. No maintenance is required because there are no moving parts to wear out. For more information on Cessna airplanes, see nearest Cessna dealer (listed in yellow pages of telephone book) or write Cessna Aircraft Co., Dept. AF-12, Wichita, Kansas.

Someone forwarded an email with this old ad for a Cessna 170 to Jeff.

Is a 2015 C-172 Worth Five Times a 1954 C-170?

By Jeff Hill, Sr., Contributing Editor

In today's dollars, \$8,295 would be \$73,330 (a 784% increase).

So this got me to thinking... what would a 2015 Cessna 172 have cost in 1954?

The approximate price of a brand new, 2015 Cessna 172 Skyhawk is around \$350,000.00. So, if we take the 1954 cost of \$8,295, for the C170, and divide it by the 2015 cost of \$73,330, we get a conversion factor of 0.113.

Then, if we multiply the 2015 cost of a brand new C-172 by 0.113 we

should get the estimated 1954 cost of a 2015 C-172, right? (did you follow all that?).

Anyway, the answer is.... \$39,550.00. Hmmmm. Isn't that interesting. I wonder....

Just for giggles let's divide that estimated 1954 cost of a 2015 C-172 by the actual 1954 cost of a C-170. (\$39,550/\$8,295). And we come up with 4.76. To make things easier, let's round that up to 5.

Okay, I have a question: Is the Cessna 172 five times the airplane that a C170 is? I don't think so either.



B-47 Stratojet Pilot's Familiarization (1952)

By Jeff Hill, Sr., Contributing Editor

This video really took me back to my first years with TWA. Transitioning from light planes to the Constellation didn't involve many 'totally new concepts'; it was mostly getting used to bigger, faster and a three man crew.

Transitioning to jets was a different matter. Now, there were all sorts of new concepts - radically different from what we were used to. Things like EPR instead of RPM - MP - and BMEP; thousands of pounds of fuel vs. hundreds of gallons; slow engine acceleration; coffin corner (where stall buffet and mach buffet come close together) swept wing 'Dutch roll' and many others.

This film features an 'old timer' jet jockey lecturing a bunch of 'new guys' who are transitioning to the B-47 and had been flying B-17s, B-24s, etc. The B-47 and the B-52 were Boeing's 'learning projects' in preparation for the B-707 and its descendants.

See how many old memories this evokes:

<https://www.youtube.com/watch?v=qSE6TbjSMOY&feature=youtu.be&list=PLA8EauFaBPYJ5uyukrBYAOHHUZSkJwIjh>

Galt Airport



Saturday August 15th 2015

Competition 12-3 pm

Live Music

✈ *Food* ✈ *Flour* ✈ *Fun* ✈



JB AVIATION
MANAGEMENT

5112 Greenwood Rd Greenwood IL

Planes & Puppies

September 19th 10am-2pm

FREE Airplane Rides
for ages 8-17yrs

 Fly a flight
simulator



 Meet adorable
adoptable dogs

 Bring your dog
to the airport
for fun and
games

 Airplane Rides
sponsored by
EAA Ch. 932

EAA Young Eagles Rally
and
Fundraiser for  **ANIMAL
HOUSE
SHELTER**

Please bring a donation for the Animal House Shelter of Huntley

To see the full list of their needs please visit animalhouseshelter.com/donations



Call us at 815-648-2433 for more information

GALT AIRPORT
5112 Greenwood Rd. Greenwood, IL

From Our Readers

Hi Beth,

As a relatively recent renewed member of the 10C family I just wanted to take a second to tell you what a great job you do with "Galt Traffic".

Having grown up locally and taken flight instruction while in college, I first flew into Galt over 1970 Christmas break to demonstrate my newly minted private pilot license to my parents and relatives. Shortly thereafter my father, Cal, caught the

aviation bug from me, became a partner in N600ED (now N210JV), and became one of the Galt "characters" for more than a decade thereafter. Twenty four years of absence from 10C have gone by since he passed in 1991 but now it's nice to be back home and based at such a friendly General Aviation place again.

"Galt Traffic" is a great resource for our local airport community and I look forward to reading each month's issue. I want to thank you personally

along with your great team of contributors and to encourage you to keep up the good work creating such a professionally produced newsletter. EAA Chapter 932 and your newsletter contribute greatly to making Galt Airport the vibrant showcase of General Aviation that it is.

Jim Vyduna
N210JV



Left: No doubt this is a classic airplane, but not what you expect to see displayed in Aeroshell Square during EAA Airventure! Larry Schubert's Piper Archer, N4702L, affectionately named "Lucy," parked on prime real estate at Oshkosh.



A perfect birthday at Galt Airport. TJ Quast (left) held his party at the cabin by the pond on May 31st. He and his friends went fishing, played yard games and Mike Evans took them on a tour of the airport in his fancy ATV! Ed Brown gave them fishing lessons and to top it all off, Arnice took them flying in 32V. It is going to be hard to top that in future years!



Scan this QR code with your smartphone to see a video of a USAF B-52 Stratofortress bomber landing at Oshkosh. This was the first time a B-52 has flown into the EAA's AirVenture show.



Click [here](#) to view on your computer or if you don't have a smartphone.



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

Hopefully you've all seen that our new self-serve fuel pump is up and running! We are very happy with how everything turned out, and hope you are too. It's really nice to have 24 hour access to fuel, and to be able to offer it at a more reasonable price. We'll still be happy to help you pump gas if you need a hand, and feel free to ask if you need some "dual" instruction on how to use it.

If you haven't already, I would strongly recommend signing up for a Phillips 66 credit card at: www.phillips66aviation.com. This card can be used for not just fuel, but also hangar, maintenance, and flight instruction. Phillips regularly offers fuel discounts to card holders, and will even give you a full dollar off per gallon for Young Eagles flights.

I'm happy to report some exciting



Another important milestone in the history of Galt Airport. Self-serve gas is now available 24 x 7, which means you can get gas anytime you want, even if the FBO is closed!

news for the JB Aviation Flight Club this month as well. We have officially partnered up with Jeremy and Daniela Knoll from AeroSport /

SkyReach, to put a BushCat airplane on our flight line! That's right... we are now offering Light Sport flight training and rentals at Galt! We'll be renting the airplane for \$90/hr, and our CFI-S, John Payne, has been filling up with students very quickly. If you are interested in lessons or a checkout, please call the airport and we'll get you going. If you'd like to learn more about the BushCat, you can visit their website at: www.aerosportplanes.com.

I hope to see you all on August 15th for the Flour Drop!

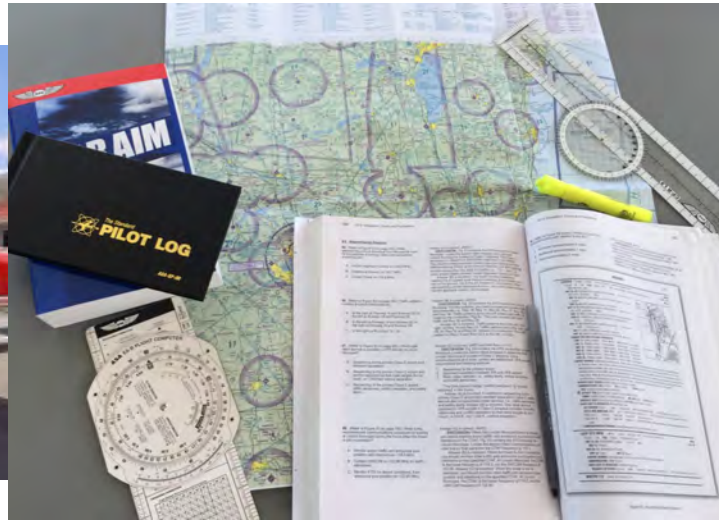
Find out more about light sport aircraft here: <https://www.eaa.org/en/eaal/aviation-communities-and-interests/light-sport-aircraft/getting-started-in-light-sport-aircraft-flying/learn-about-lsa-aircraft>

How to become a sport pilot: <https://www.eaa.org/en/eaal/aviation-communities-and-interests/light-sport-aircraft/getting-started-in-light-sport-aircraft-flying/become-a-sport-pilot-and-fly-light-sport-aircraft>



The latest addition to the JB Aviation fleet at Galt is the SkyReach BushCat, N609BC. The BushCat is a Light Sport Aircraft (LSA) and is distributed in the United States by AeroSport, LLC, based right here at Galt Airport.

Ed Brown's Ground



This 7 week interactive course includes time spent in and out of the classroom, and is designed to help you learn everything you need to know to pass your private pilot written test.

Also Included :

- Hands-on learning in our aircraft maintenance shop
- Comprehensive study guide

Classes held weekly at Galt Airport
Next session begins
Wednesday, August 26th at 6 P.M.

Cost: \$500

Please call 815-648-2433 for more information.

To reserve your spot, please make payment at least one week prior to the start date.



Aviation Management, INC 5112 Greenwood Rd. Greenwood II, 60097

EAA Chapter 932 News



EAA Chapter 932 Vice President, Marty Seitz, (left) flew six very excited young eagles in his Cessna 182L.

On Friday, July 31st the chapter flew nine Young Eagles from the Woodstock Challenger Center summer camp program. Special thanks to pilots **Patrick Hoffmann** and **Marty Seitz** for their willingness to give up their Friday evening for this event.

Thanks also to other volunteers who assisted with the event; Young

Eagles Co-ordinator, **Ed Brown**, **Rebekah Busse**, **Daniela Knoll**, **Ed Moricoli**, **Michael Hagy** and Chapter Secretary, **Paul Sedlacek**.

This was a particularly fun event because the kids were all very interested in aviation and had never flown in a general aviation aircraft before. Several of them had already decided to pursue careers in the

Welcome New Chapter 932 Members

Please join me in welcoming the following new chapter members;

- **Richard Ohman**
- **Cliff Maki**
- **David Brucki**
- **Scott Breeden**
- **Mike Busse**
- **Thomas Fenzel**
- **Randy Gautner**
- **Gwen Hoffmann**
- **Jo Murray**
- **Mike Nowakawski**

This brings the total chapter count to 134 members.

industry. They had learned a lot during their week at the Challenger center and they asked some very good questions!

We hope this event was the beginning of a partnership between Galt Airport and the Challenger Center and we look forward to working with them again in the future.



Chapter Webmaster, Patrick Hoffmann, flew three lucky young eagles in the JB Aviation Flight Club's Citabria.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Meeting Date: July 11, 2015

Submitted By: Paul Sedlacek

1. CALL TO ORDER /ATTENDANCE

Meeting brought to order at 10:05 a.m.

In attendance: Ed M, Ed B, Jeremy K, Daniela K, Marty S, Dave S, Justin C, John T, Rafael G, Walt W, Mike E, Beth R, Eric R, Neil A, Bob N and guest, Art Boehmer.

2. VOTING ITEMS

- a. Approval of Agenda Moved by: Ed B, Seconded by: Neil A, All in favor.
- b. Secretary's Report/ Approval of Minutes Moved by: Ed B, Seconded by: Marty H, All in favor.
- c. Treasurer's Report/ Approval of Financial Report Moved by: Daniela K, Seconded by: Ed B, All in favor.

3. PRESIDENT'S / VICE PRESIDENT'S REPORT

- a. We need to improve communications, we're not functioning as a business. Lack of organization, not knowing where our stuff is.
- b. Discovery flight certificates are available. Several will be for CAP volunteers. Need candidates, kids or adults OK. Chapter members to submit candidates for board approval.

4. COMMITTEE REPORTS

a. Young Eagles/Eagle Flights (Ed Brown). 117 flown for June YE events with help from 4 to 5 volunteer pilots from other chapters. Documentation package to Oshkosh weighed 2 pounds! July 31st, 5:00 Challenger Center pilots and other volunteers needed, no more than 35 kids.

b. Aviation Club (John Theriault). 8 kids have been out to the airport recently. Meeting at Galt with local high school representation, Fri Oct 16th at Galt Airport 1:30 to 2:00 if members want to drop in to see what's happening.

5. OLD BUSINESS

a. Barnstormers debrief

1. About 500 drive in visitors.
2. Need more than the regular core of volunteers to allow the event to grow.
3. Need to start planning earlier in the year, like November to form committee and get activities going.
4. Lori deserves a lot of credit for running the food.
5. We need relief for cooks set up a schedule with 2 hours slots.
6. Suggestions; we need subcommittees for food, ramp, sales, contests, etc. Have each subcommittee lead recruit their volunteers.
7. Need more volunteers from community, National Honor Society, service groups, young people. Possibly get organization like Lions Club for a share of the proceeds.
8. Find a group with an event the weekend following ours to buy left over food.
9. Move to September, October to increase chances of better weather?
10. Spread major events throughout the year to avoid overburdening volunteers.

b. Young Eagles debrief

1. Need more volunteer pilots because they were getting tired.
 2. Commend Ed B for marketing and ads getting such a large response; Facebook posting reached 25,000 people.
 3. Ed and Beth reached out to other chapters for pilot volunteers (help arrived from 3 other chapters).
 4. Didn't have a plan to handle visiting pilot volunteers familiarity with airport and area we need an air boss to brief pilots and hand out maps of the route.
 5. Recommend preprinted pilot labels; pilot registration area can preprint labels.
 6. Need to have briefing for new Young Eagles pilots.
 7. Need more help escorting families/ parents to & from planes on ramp.
 8. Pilots need to pay attention to ramp crew; ramp people need to park the planes, not the pilots.
-

9. Need more handheld radios for ramp.
10. Suggest having FAQ sheets available before publicizing the event so we give out consistent information to parents who have questions.
11. We shouldn't fly any parents or any children under 8.
12. Some members think we should only fly first time participants and ask if they've flown before.
13. The EAA program to print certificates only works on a PC. That program keeps a database of pilots and young eagles for each event. The chapter now only has an apple laptop and we'd like a Windows Laptop donated for this purpose.
14. We should validate the young eagles' age & make it clear that parents will not be flying with their child. (Big sign by registration table).
15. Need hydration support for volunteer pilots.
16. Kids need name tags so we can keep track of them.
17. We need a good PA system to be able to reach all participants on the grounds.
18. Need an activity (ground school preflight briefing) for waiting participants maybe in the studio.
19. Have parents briefing maybe in the FBO while kids are occupied in pre briefing or flight. What EAA is, what we do here at Galt, what other flying activities are possible after the event.
20. Give an info packet to go with log book, Gliem manual, chapter / airport information, Oshkosh summer academy, contact for future questions.
21. Need a subcommittee to work ahead of time to prepare and get volunteer commitments.
22. Try to dispatch indoors instead of out in the weather.
23. Need a mechanism to cut off registrations on the day of the event to match the number of planes/ pilots to participants.
24. Other chapters use money generated (EAA credits) to give back.
25. Need to request YE credits from EAA.
26. There is a fuel credit for pilots as well (from Phillips 66).

c. T-Shirts; Shirts are available now in sizes M, L, XL and 2XL.

6. NEW BUSINESS

- a. Candidates for VP/ Treasurer needed for November election.
- b. Will need more tables/ chairs if we want to expand events. Add this topic to next meeting agenda.
- c. Family picnic Saturday July 18, at 5PM.
- d. August 22nd Allied Pilots Association coming for breakfast. 8-12AM.

Next meeting: August 12, 2015

ADJOURNMENT: 11:10 AM moved by Neil A seconded by Eric R.

WILD DONKEY AIRPORT, INC.  POWERED PARACHUTE FLIGHT TRAINING Lesley Vanderkarr, CFI 847.986.9931 407.718.9931 WildDonkeyAirport@aol.com	PAINT  (815) 344-1186 Kevin Auld INTERIOR & EXTERIOR PAINTING & DRYWALL REPAIR FREE ESTIMATES 4315 PARKWAY AVE. MCHENRY, IL 60050
--	--

Galt Airport / EAA 932 Calendar of Events

- Aug 8 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Aug 9 Chapter 1414 Pancake Breakfast/Young Eagles, Poplar Grove (C77).
- Aug 15 Galt Airport Flour Drop Competition, Galt Airport (10C).
- Aug 15-16 57th Annual Chicago Air and Water Show (See the Aerostars perform in their Yak 52s!)
- Aug 22 Private event: Allied Pilots Association (APA) Family Awareness Day, Galt Airport (10C), 8:00-12:00.
- Aug 22 Chapter 790 Young Eagles rally, Lake in the Hills (3CK).
- Aug 23 Chapter 579 Young Eagles rally, Aurora (ARR).
- Sep 12 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Sep 19 Chapter 932 Planes and Puppies, Galt Airport (10C), Young Eagles and Animal Shelter fundraiser.
- Oct 10 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Nov 14 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Dec 12 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/en/eea/events

<http://www.fly2lunch.com>

www.aopa.org/events

<http://www.flyins.com>

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://socialflight.com/index.php>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGs program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

EAA Chapter 932 Officers and Contacts

President: Ed Moricoli, (815) 338-4217, president@eaa932.org

Vice President: Marty Seitz (847) 639-9188 vp@eaa932.org

Secretary: Paul Sedlacek (847) 949-6850 secretary@eaa932.org

Treasurer: Jean Forni (815) 675-6897 treasurer@eaa932.org

Newsletter Editor: Beth Rehm (847) 530-8014 editor@eaa932.org

Contributing Editor: Jeff Hill, Sr.: jeffryhill@sbcglobal.net

Webmaster: Patrick Hoffmann (847) 774-1599 webmaster@eaa932.org

Aviation Club Coordinator: John Theriault (815) 236-2445 jrtheriault14@gmail.com

Young Eagles Coordinator: Ed Brown (615) 542-2790 youngeagles@eaa932.org

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (summer hours)

Airport Owners: Diane and Claude Sondag dsondag905@aol.com

Airport Manager/Chief Flight Instructor: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: (815) 648-2433

Jean Forni: Jean@galtairport.com

Rebekah Busse: Rebekah@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>

The Dean Rowe Show: <http://huntleyradio.com/the-dean-rowe-show>



Galt Tenant Price

\$4.49

(includes tax)

This newsletter is published monthly and distributed via email to approximately 500 readers. You can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.



2015 Summer Calendar EAA Chapter Events in the Chicago Area



www.eaa932.org



www.eaa95.org



www.eaa153.com



790.eaachapter.org



May

- 9th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 9th - Chapter 461 Young Eagles Rally, see web site for location
- 10th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 16th - Chapter 932 Salute to Veterans Pancake Breakfast at Galt Airport (10C)
- 17th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

June

- 6th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB) 09:00 - 11:00
- 6th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 7th - Chapter 241 Pancake Breakfast at DeKalb Airport (DKB) 08:00 - 11:30
- 13th - Chapter 932 Barnstormer Days Vintage Fly-in at Galt Airport (10C)
- 13th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 13th - Chapter 461 Young Eagles Rally, see web site for location
- 14th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 21st - Chapter 153 Father's Day Pancake Breakfast at Schaumburg (06C)
- 27th - Chapter 95 Fly-in at Aero Acres Airport (IL51)
- 28th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)
- 28th - Chapter 790 Pancake Breakfast at Lake in the Hills Airport (3CK)

July

- 11th - Chapter 461 Young Eagles Rally, see web site for location
- 12th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)

August

- 8th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB) 09:00 - 11:00
- 8th - Chapter 461 Young Eagles Rally, see web site for location
- 9th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 22nd - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 23rd - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

September

- 5th - Morris Airport Open House (C09)
- 12th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 12th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 12th - Chapter 461 Young Eagles Rally, visit web site for location
- 13th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 19th - Chapter 932 Planes & Puppies (Young Eagles/Animal Shelter fundraiser) at Galt Airport (10C)
- 20th - Chapter 241 Pancake Breakfast at Hinckley Airport (0C2) 08:00 - 11:30
- 27th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

October

- 10th - Chapter 241 USO Hangar Dance at DeKalb Airport (DKB) 19:30 - 23:30
- 10th - Chapter 461 Young Eagles Rally, visit web site for location
- 11th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 25th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)



1414.eaachapter.org



www.eaa579.org



www.eaa241.org



www.eaa461.org



Visit the chapter websites for more information about each event.